

Transportation Committee JOINT FAVORABLE REPORT

Bill No.: HB-6568

Title: AN ACT CONCERNING PEER-TO-PEER CAR SHARING PROGRAMS.

Vote Date: 3/26/2021

Vote Action: Joint Favorable Substitute

PH Date: 3/8/2021

File No.:

***Disclaimer:** The following JOINT FAVORABLE Report is prepared for the benefit of the members of the General Assembly, solely for purposes of information, summarization and explanation and does not represent the intent of the General Assembly or either chamber thereof for any purpose.*

SPONSORS OF BILL:

Transportation Committee

REASONS FOR BILL:

This legislation, which would establish insurance requirements, outline liability with these shared cars, and require an agreement between a peer-to-peer company and the Connecticut Airport Authority will provide clarity in future incidents that may occur involving peer-to-peer car sharing.

RESPONSE FROM ADMINISTRATION/AGENCY:

Kevin Dillon, Executive Director, Connecticut Airport Authority:

The CAA would like to offer JFS language to strengthen this requirement further. While it is important that an agreement be reached, it is also important that it is an equitable agreement. The rental car companies operating at Bradley Airport are critical partners in the airport's success. As you know, these entities are funding the \$210 million ground transportation center that is currently under construction. This construction project is primarily funded through customer facility charges that are imposed on each rental car day generated at the airport, and it is imperative that an agreement with a peer-to-peer vehicle sharing program incorporate such provisions. We must ensure that this important project is not jeopardized by new entrants playing by different rules, so the CAA suggests clearly stating in the legislation that such agreement must be "reasonably similar" to those of motor vehicle rental companies. It would also be very helpful to strengthen the prohibition and penalties for peer-to-peer vehicle sharing programs and shared vehicle owners who attempt to operate at an airport without such agreement. The CAA believes that the attached JFS language would help clarify some of these finer points and create a more equitable landscape for similar providers at the airport. In the interest of fairness, the CAA also asserts that, just as taxis, liveries, rental cars,

and ride share vehicles must pay fees and enter into agreements with the CAA for the privilege of operating at Bradley International Airport, peer-to-peer car sharing programs should be required to follow the same procedures. The CAA respectfully requests that the committee adopt the attached JFS language for Sec. 13.

NATURE AND SOURCES OF SUPPORT:

None offered.

NATURE AND SOURCES OF OPPOSITION:

Stephen Ranieri, Controller, CAMRAC: Supportive of the legislative framework, proposes amended language that would further clarify insurance requirements for peer-to-peer companies, as well as clarifying the relationship peer-to-peer companies and the CAA.

American Property Casualty Insurance Association: Support amendments that closely reflect the NCOIL model in terms of clarifying the insurance requirements involving peer-to-peer car sharing.

Jon Van Arsdell, Head of Government Relations, Avail: Support amendments that follow the NCOIL model and clarify insurance requirements.

Rory Whelan, Regional Vice President Northeast, National Association of Mutual Insurance Companies: Supports amendments that follow the NCOIL model and clarify insurance requirements.

Kinza Malik, Turo: Supportive of amending the legislation to closer reflect the NCOIL model, which they testified was agreed upon by various stakeholders nationwide.

John Olsen, Director of State Government Affairs Northeast Region, Internet Association: Disagrees with provision of the legislation that requires peer-to-peer companies to enter an agreement with the CAA.

Most of the testimony on this legislation regarded amending the proposed bill to closer reflect the NCOIL model.

Reported by: Justin Kaiser

Date: 4/1/2021